

# BMHA Newsletter



BICYCLE MOBILE HAMS OF AMERICA

Volume 4, Number 3

Jul/Aug/Sep 1993

## EDITOR'S COLUMN

### BMHA's Dayton Forum a Smash

Our fourth annual Forum at the Dayton HamVention was a smashing success, to say the least. Our gatekeeper, Bobbi Linquist, KB0BVB, counted 110 in the audience and estimates that another forty people looked in and listened. BMHA's entire weekend package -- Friday's Eyeball-dinner, Saturday's Bike Tour, the daily Lunch Bunch, and, of course, the Sunday Forum -- gave us plenty of opportunities to get acquainted and exchange ideas.

Featured forum panelists, Ned Mountain WC4X, Russ Dwarshuis KB8U, Gale Scholten N8AVQ, and Mike Nickolaus NP0N, presented an exciting array of ideas for bicycle-mobile operation.



Among the BMHA Forum's several Kinks and Hints was this home-brew HF antenna designed and shown here by Jim Kortge, N0UJ, of Fenton, Michigan.

### Membership Hits 300!

If you'll take a glance at the NEW MEMBERS listing elsewhere in this issue you'll see that in a sudden spurt we've added 57 new members since the last issue. (Over the past year the average quarterly increase in membership has been 26.)

Though word-of-mouth is always out there working for us, recent magazine articles about BMHA are quite obviously responsible for this latest surge. Readers of these articles write

to us for info about BMHA, in return mail we send them a sample newsletter and membership application info. In a week or so, the interested ones have responded and become members.

Keeping rather close score on this procedure, we note that a recent piece in *Bike Report* (BikeCentennial's magazine) generated 48 requests for info, which eventually yielded 18 memberships. A *CQ* article resulted in 55 requests, 15 new members. All of which indicates two rather obvious points: that magazine write-ups are sure-fire recruiters, and that there are still many potential members out there.

I'm sure that most of you will agree with the thought that quality is more important than quantity, but still it's gratifying to see that growing numbers of people see value in BMHA's efforts to promote the cause of this sport/hobby.

### New Name Added to Newsletter Masthead

Skip La Petra, AA6WK, has signed on as assistant editor. For some time I've felt that it's not healthy for BMHA, or me, for me to continue the editing of this newsletter as a one-man operation. The job needs a fresh approach, a division of labor, an infusion of youthful vigor and enthusiasm.

I'm certain Skip will more than fill the bill. He'll help with re-writing, cutting, and in general help to get this paper to press. His article in the January '92 issue, titled "I Like My Setup Best!" is a good example of his very readable style of writing. No tyro at club publications, he just finished a term as editor of the *Summit Sentinel*, the newsletter of the Las Cumbres, CA, Amateur Radio Club.

Skip is 37, lives in Sunnyvale CA, is an engineering manager for a computer hardware firm, has an Extra class, has cycled over 200 miles in a day. Welcome aboard, Skip.

### New Packet Directory

The annual edition of the Packet Directory is included with this issue. As usual, it is sorted by zip code, thus making it easy to locate the members in your area.

### Correction

It was bound to happen. In a recent issue we published a wrong address. The correct address of Ken Nollet, KOEN, is POB 23, Rochester, MN 55903. Sorry, Ken.

---Hartley Alley, NADA, Editor



# TRAVEL & ADVENTURE

## Southern Washington Sojourn

The preparation was as much fun as the trip itself.

Last year ('92) I had planned to do my annual week-long bike tour of the Pacific Crest Bicycle Trail in June, but had to postpone it to September because of job commitments. (I ride a portion of the Trail each summer to update for future revision of my guidebook.) That gave me the whole summer to try out my QRP rigs and antennas. (See the July '92 issue for more about Bill's book "The Pacific Crest Bicycle Trail", published by Bitterroot. —Ed.)

**HAM GEAR:** First, I obtained an Alinco hand-held two meter transceiver. Then I upgraded my Novice license to General class (I already knew the morse code because I had been a ham back in high school days). Finally I mail-ordered and built an Oak Hills Research 20 meter QRP transceiver kit. It runs 2-3 watts input on the 20 meter morse code frequencies, requiring 12-14 volts input and draws one amp when transmitting.

In addition, I built from a kit a 120-volts-AC to 14-volts-DC power supply for the 20 meter rig. I added the capability for the unit to hold nine C-cells to provide 13.5 volts with fresh batteries.

On a short shakedown trip I tried out the new equipment and it performed better than I had hoped for, reaching points within California and as far as the East Coast (I even heard stations in Australia, Europe and Japan). At first I used a home-built, PVC-pipe-based, helically-wound 20 meter vertical ground plane antenna that performed superbly. But I realized that the antenna, which was transportable in three 3.5' sections plus wire radials, was just too bulky. So instead I constructed an all-wire ground-plane antenna designed to be hung from a tree. It worked fine.

On September 4, I ran around like crazy packing everything up, wondering if I'd have enough room now that I was taking ham gear. It turned out that one entire rear passenger had to be devoted to the ham stuff — out of a total of 54 lbs I was carrying 14 lbs of ham gear. The downside of carrying so much ham gear was that there was very little space for packing food while on the road.

**THE TRIP:** I took AMTRAK from San Francisco to Seattle, arriving late in the evening on a weekend. There wasn't a single motel vacancy in town. The ladies of the night along motel row on Aurora Ave. were beginning to wonder if I was scouting them out. I ended up camping on the edge of a YMCA parking lot on the north end of town. Nice to be self-sufficient....

The next day, after pedalling through mostly level countryside, I stopped at the Forest Service campground outside Skykomish WA (I like that name). Surrounded by lush coniferous trees, I wondered if my signal would get out. After putting up my tent, I threw a weighted slender nylon cord over a high tree branch about 25 feet up and used that to pull the wire-based vertical into place. I then staked its four radial wires to the ground and attached the coax cable. 20 meters was active and I was able to raise W0VKB, Earl, in Grafton, North Dakota. It began to get dark, so I fired up my little butane stove and gorged myself with canned ravioli and milk.

The next day was the first real workout, as I had to ride over 4,000-foot Stevens Pass. With the help of cool temperatures (which prevailed for most of my trip) and plenty of

GatorAide I had no trouble with any of the passes on my route. And I'm 49 years old. Later I climbed three more 4,000-footers, including Elk Pass, which provides a good view of Mt. St. Helens, the volcano that erupted a few years back.

That evening I landed at the KOA campground outside touristy Leavenworth, WA. The fee there, \$21, wasn't much less than the cost of a small-town Washington motel. There was an electrical outlet there, so I didn't have to use battery power. I soon raised a friend in Phoenix, N7PQP, Sandra, who had told me she'd look for my CQ. She reported a signal strength of five — not too shabby. We had a long contact. Trouble is, I found I was causing some television interference among the RVs near me and to maintain peace, closed down the rig. Funny, because the QRP rig has a low-pass filter built in. I'm going to have to research that further. Anyway, after that I used more primitive campgrounds where there were no TV sets.

Unfortunately, that was to be the last 20 meter contact on the trip. I set up the rig each evening further along the tour, but band conditions were lousy. So I reverted to use of the two-meter handheld, which nearly always guarantees local contacts. The most memorable was when I was camping not far from Rimrock Lake and had a talk with a ham (via a repeater) who was backpack-camping 80 miles away, using a two-meter yagi antenna.

**SUMMING UP:** The total trip ran about 370 miles, and I averaged 60 miles a day. Typically, I'd get on the road at 9 am and quit at about 5 pm to have time for hammering. I had flats one day, which held me up significantly (I'm going to go back to using thick inner tubes) and I had rain briefly one morning, the first time ever in my journeys on the Pacific Coast Trail.

Next year I plan to use solar power to power my ham gear. And I plan to have a QRP transceiver operating on either the 80 or 40 meter morse code bands, because they're not so affected by poor atmospheric conditions. Also, my present C-cell battery pack just couldn't supply the amperage required by the transmitter — so next year I'll have a better battery system.

The scenery, which varied from lush forest to sagebrush country punctuated with irrigated fruit orchards, was always interesting and often beautiful. If you're ever up that way, ride the Yakima River Canyon and the area between Rimrock Lake and the Columbia River using the Pacific Crest Bicycle Trail.

—Bill Paul, KD6JUI  
PO Box 5183  
San Jose CA 95150



At campsite, the Oak Hills Research 20-meter CW rig.

## CLUBS & EVENTS

### *Hilly Hundred Celebrates Its 25th*

Last fall I was fortunate to have a unique experience, one which combined both cycling and ham radio, my two favorite hobbies. I was a bicycle-mobile SAG at the annual Hilly Hundred bike tour in Bloomington, Indiana — of which, incidentally, Hartley Alley, NAOA (our BMHA Newsletter editor) was the founder 25 years ago, when he lived in this university town. A 100-mile, two-day, weekend tour through southern Indiana's colorful fall foliage and picturesque (but steep) hills, this event has grown steadily and now attracts more than 7,000 riders.

The Bloomington Amateur Radio Club has been providing fixed-base communications between the tour headquarters and the rest stop areas for the last several years, so the tour organizers and volunteers have had a basic understanding of how useful ham radio communications can be. But this year they learned that *mobile* ham operators, whether on a bicycle or in a SAG vehicle are a good idea too.

When I volunteered I did not really know much about being a SAG person, so for the first day of the tour I served as a radio operator in a car with an experienced SAG person — to "learn the ropes". That day was one to remember: half way through the morning, with thousands of bikes on the road, a cold rain began to fall. Besides soaking a lot of unprepared cyclists, the rain caused quite a few accidents, one serious enough for us to radio in for an ambulance — lucky for us a lot of doctors ride in the tour. After the rain stopped there were a small number of cold, wet people to transport, but the rest of the day was pretty uneventful. Ham-radio-wise, the traffic activity on the net mostly consisted of lists of supplies needed at the rest areas and calls for people who needed transport or bike repairs — routine, but useful, information to the organizers.

The next day I was ready to strike out on my own, and the organizers wanted to try something new. So (I think with a bit of help from Hartley) I was pleasantly surprised to get a unique assignment: operating bicycle-mobile. I was to patrol a 5-mile stretch of road that carried two-way bike traffic — part of a loop. I was to watch for problems and to give assistance if needed, in the form of rendering first aid or calling in for SAG transportation. The local ham radio club had always provided fixed-point communication from the tour headquarters and from the rest areas, but having a ham on a bike and part of the net was something new.

My equipment was a Heath (Standard) HW24-HT handy-talkie with a handlebar-mounted Diamond NR-770HA dual-band whip antenna. I highly recommend this antenna, it does not require a ground plane, has 3 dB of gain on 2-meters, 5.5 dB on 70-cm, and is of rugged design, and is even recommended by Diamond for bicycle use. I had intended to mount the antenna on the rear carrier of the bike but hadn't purchased the PL-259 type of mounting for it yet, so I just tie-wrapped the antenna with its PL-259-to-BNC cable onto my handlebar bag bracket. This worked fine for the weekend.

Since it was a pleasant fall day, and there were no major problems, the best part for me was explaining to all the

folks why I had an antenna and ham radio, and what we hams were doing for the tour. All in all a good experience, and one that I intend to repeat. Ham radio can be so useful for the public safety during these events, we just need to get the word out and educate the public. I think the more events we can work, the more people we can recruit into ham radio. So it really is worth the effort to get out there and go bicycle-mobile and show the "fixed-base guys" what we can do.

—John Stigall, NSLKL  
4829 E Ridgewood Dr  
Bloomington, IN 47401



*John Stigall, NSLKL, on duty at the 25th annual HILLY HUNDRED with his handlebar-mounted Diamond antenna.*

## BMHA NET....ON 20

### *Still Going Strong*

The BMHA HF net is still going strong, still serving as the regular meeting place for bike-hams, whether out on the bike or just sitting in the shack. Mike Nickolaus, NFON, is Net Control. If, because he's out of town on business, Mike is unable to call the net, his place is quite often taken by Ned Mountain, WCAF. If you tune in the net and hear no activity, just jump in and call the net yourself. Here's a good way to spend a Sunday evening. Join the bunch and find out what's going on.

Frequency....14.253 (plus or minus 3)  
Day.....1st & 3rd Sunday  
Time.....0000 UTC

# LETTERS

## BMHA to Try 28.820 as Call-in Frequency

Dear Hartley,

As we discussed on the phone last week, I'm writing this letter to suggest that the BMHA members might want to establish a permanent liaison frequency for members to monitor, especially in the coming summer biking months. This frequency would provide a place on the ham bands where bike mobilers would have a good chance of contacting other members of the club, as well non-members. Having such a frequency would enhance the chances of contacts such as reported in the article titled "QRP Bicycle-to-Bicycle QSO", April, '93 issue.

This concept has worked well for the 6-meter operators during the recent sunspot cycle peak. The 6-meter operators picked a frequency on the 10 meter band that was relatively clear of QRM and had good propagation, 28.845. The purpose of the frequency was to alert other operators when 6-meter signals were heard in a particular area. While the P2 propagation won't be as prevalent this summer, there will still be plenty of E skip on 10-meters.

To open the discussion, I will suggest 28.820 MHz. Since I'm new to BMHA, I'm not sure which is the most popular band of the members. Whatever frequency is finally selected, it will provide a place to listen for those bikers out mobiling.

Regards to all.

—Ben Lowe, K4QF  
Hwy 68 Star Rt. Box 33  
Searsboro AL 35708

*(Let's give Ben's idea a try. Any time you're in the shack, or out on your bike, tune to 28.820 and report in. For example, you could say "This is XXXX, calling in to the BMHA mobile net. I'd like to contact members of the Bicycle Mobile Hams of America." In the meantime, members are asked to send in their comments on this suggestion. —Ed.)*

## Lone Rider Discovers BMHA

Sir,

Recently I came across a mention of your organization in *CQ Magazine*. I've been engaged in bicycle-mobile operation (2-meters only) as a solo rider for four years, and now I find that there's a club that's dedicated to my favorite hobby. I must confess that I thought I was quite alone in this.

I've found BM to be both useful and enjoyable. As I'm sure you know, most hams find it quite unique, if not totally unbelievable, to have a QSO with a bicycle-mobile station. It is a great conversation starter, and I have received "talk-ins" to cities as well as steady conversation — to battery exhaustion!

My rig is an ICOM u2AT and an IC-25RA, both with the headset, which I fit under my helmet. I usually put the HT in the front pocket of my handlebar bag using a loaded 1/4 wave whip.

I've done four long tours:

1. Hartford CT to Norristown PA (East Coast Bike Route)
2. Roanoke VA to Asheville NC (Blue Ridge Parkway)
3. Bar Harbor ME to Hartford CT (EC Bike Route)
4. Missoula MT to Jasper, Alberta (with BikeCentennial)

I used the HT a lot on #1. On #2 not so much, due

partly to the terrain. I had better luck on #3. On #4 I had some fine QSOs while in the US, essentially on the west side of Logan Pass. But I got ZILCH in Canada — partly because it rained a lot and partly because there are no few people in that part of Canada.

I think that I have the 2-meter situation under control, except for the antenna. As I'm sure you'll appreciate, repeater coverage with two watts using a whip in hilly terrain is spotty at best. And having that whip sticking up in front is not too optimal either. Thus I'm hoping that BMHA can give me some antenna ideas. And as soon as I pass my general I'm planning to go HF from the bike — an intriguing thought!

Looking forward to joining BMHA.

—Chris O'Hara, N1CRA  
315 Woodside Circle  
Fairfield, CT 06432

## OUR PEOPLE

### Are We Serious Cyclists?

You'll remember that the BMHA Questionnaire asked you to tell us your "most miles ridden in one day?" Responses were received from 185 (62%) of our members. Here are the results:

1 to 24 miles.....	6%
25 to 49.....	8%
50 to 99.....	25%
100 to 149.....	42%
150 to 199.....	8%
200 to 299.....	9%
300 and up.....	2%

As you can see, the average BMHA member has pedaled 100 or more miles in a day, certainly qualifying us as a club of "serious cyclists". I thought you'd like to hear about the four members of the 300-and-up club. They are: Bob Faurot, N7WYO (300 miles); Bob Peterson, KD6EPU (300 miles); John Bates, KC4ECA (306 miles). (See the April '91 issue of this newsletter and read John's exciting story titled "How I Did the Triple".)

The fourth man, Eric LeMoine, KB7T5N, is listed with an asterisk, because he set his personal record while doing a qualifying run for RAAM, the Race Across America. In 40 hours he pedaled 508 miles! Averaging it out, we figure that he reached 304 miles at the 24-hour mark — and then cranked on another double century before he got out of the saddle! Eric has promised to write an article about his big 40-hour adventure. Needless to say, we all look forward to reading it in an upcoming issue. —Ed.

### Back Issues Still Available

You can purchase any of the eleven back issues of the BMHA NewsLetter for \$2 each, postpaid. For info on the contents of the various issues send a business-size SASE to: BMHA, POB 4009, Boulder CO 80306, and ask for the Index. This service available to members only.



## BM's OLDEN DAYS

Research on this series of stories about the early days of bicycle-mobile operation is being done by Neil Friedman, N3DF, of Boulder, Colorado. A prominent collector of ham radio memorabilia, Neil searched through his collection of old ham magazines and found in the October 1935 issue of *QST* this short piece about a teen-age ham on a bike. Readers are asked to contact the editor of the BMHA Newsletter if they know of the whereabouts of this man, George H. Nibbe, who in 1935 held the call W9NUF. We'd like to present him with an honorary membership in BMHA.

### W9NUF — A Five Meter Bike!

This photo shows George H. Nibbe, W9NUF, all ready to take off on a five-meter jaunt a la bicycle. Portable-mobile W9NUF uses a transceiver with a 19 in the unity-coupled circuit with grid modulation, the input



being slightly under three watts. The signals have been heard over a distance of about two miles, several stations having been worked. The antenna, which probably won't show in the reproduction, is a four-foot vertical rod mounted on the board across the handlebars, and is worked against the frame of the bicycle.

No worry about ignition noise with this rig!

—Quoted directly from *QST*, October, 1935

## BMHA NEWSLETTER

EDITOR: Hartley Alley, NADA

ASSISTANT EDITOR: Skip LaFetra, AA6WX

### BOARD OF ADVISORS:

Russell Dwarshuis, KB8U Leo Koppl, KDGR

Mike Nickolaus, NF0N Bob Pulraj, KE8ZJ

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We welcome articles, suggestions, letters, announcements, photos, artwork — anything pertaining to bicycling while operating an amateur radio, or vice versa.

Submitted material will be edited for clarity and, if necessary, shortened to fit space constraints. Material should be submitted before Mar 1, June 1, Sept 1, or Dec 1 for inclusion in the ensuing issue.

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## ABOUT BMHA

### For the information of our first-time readers.

Bicycle Mobile Hams of America got its start when a "Suey" in the June '89 *QST* magazine asked to "get in touch with hams who operate their radios while bicycle-mobile, or while in any other human-powered conveyance", signed by Hartley Alley, NADA. Twenty five hams responded, filled out questionnaires, and received a summary of the collected data.

In April of '90 we had our first BMHA Forum at the Dayton HamVention. We played to a packed house, overflowed the room, and added 54 names to our mailing list. Our three subsequent forums have drawn increasingly larger audiences, and now BMHA is established as a "regular" at this world-renowned event.

This is the twelfth issue of our quarterly newsletter, which has become the clearing house for the exchange of info and ideas for the hams who go on the air from their bicycles. Since the last issue of this newsletter we have added over 50 new members. The total paid membership now stands at 302, with members in 42 states, and four countries.

BMHA membership gets you in touch with a friendly and helpful group of bike-riding hams. You'll make contacts through our membership directory, packet address list, bi-weekly net on 20 meters, annual meeting and Forum at the Dayton HamVention, and of course through the BMHA Newsletter, which has articles on bike trips, antennas, other gear, operating tips, etc. Membership applications blank on the next to last page.

# NEW MEMBERS

*We're pleased to add these names to our Membership List.*

John S. Allen, AA1EP, 7 University Pl., Waltham MA 02154  
 Jeff Barnes, KD4VVU, POB 457, Gulf AL 35563  
 Robert D. Bartlett, KB00J, 305 N Pine, Gardiner IL 60424  
 Judith Bates, 5604 Antioch St., Sarasota FL 34232  
 Steve Corwin, WA3PRP, 10227 Mt Crosby, San Antonio TX 78251  
 John W. Daugherty, KD4WYK, POB 5196, Oak Ridge TN 37831  
 Mary Lou Daugherty.  
 Mary B. Duffield, 2355 Browner #23, Santa Cruz CA 95062  
 Herman P. Best Club, 4718 Maridian Av #265, San Jose CA 95118  
 Busk Fountain, W4TV, 19 Burn St., Califon NJ 07830

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 John V. Gray, KA8QHZ, 909 4th St, Tillamook OR 97141  
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 Agam Hammond, KB0EHC, Box 317, Atkins LA 52206  
 Al Hammond, K0HWE,  
 Tom Hatch, AA1PR, POB 6265, Manchester NH 03108  
 Carl F. Hatten, K0BZY, 341 Madison Av., Melbourne FL 32935  
 John W. Hays, KC6YJK, 4344 Patero Way, Long Beach CA 90815  
 Mark V. Hillman, N7TDZ, 12718 4th Av NW, Seattle WA 98177

Don B. Hoppes, N0VQA, POB 6401, St. Joseph MO 64506  
 David G. Hughes, KB2JG, 72 Old Hickory, Chalmette LA 70043  
 Duane E. Johnson, KA0NRB, POB 14178, Chicago IL 60614  
 Terence A. Koss, N1JWP, 22 Cummings Rd., Tyngboro MA 01879  
 Robert Laemy, WB3RHU, 38 Hampden, Granville OH 43023  
 Eric LaMina, KB7TSN, 4423 NE Division, Gresham OR 97030  
 Michael Lewis, WB4Q, 611 Fairway Tr., Springfield TN 37172  
 Miles K. Lido, 2201 Ramsey St., Monroe LA 71201  
 James Maple, KB5ZDO, 4810 Spricerwood Ln., Garland TX 75044  
 Nate Minter, 2017 Grant Av., Atlantic City NJ 08401

Wah Miyoko, N1LXK, 13 Mill Pond Rd., Colchester VT 05448  
 Sam Mortenson, N0ROF, 4923 S 124th St, Omaha NE 68137  
 Teddy Neuman, POB 63078, Tel Aviv 61850, Israel  
 Ed Otter, KC4BFJ, 10645 Maple St., Fairfax VA 22030  
 David Olekirk, KA9DQK, 305 Stone St., Watertown WI 53094  
 Debi Olekirk, N9NZP,  
 Chris O'Hara, N1CRA, 315 Woodside Cr., Fairfield CT 06432  
 Terrence O'Reilly, N9QOU, 1809 N Prospect, Milwaukee WI 53202  
 Diane Osborn, N0GTL, 190 Manhattan Loop, Los Alamos NM 87544  
 Dave Ottensberg, WA2DYN, 37 Freda Dr., Ocean NJ 07712

Patricia J. Paris, N7WVA, 18110 372nd, Auburn WA 98002  
 Maryanne Paschen, N0MKN, POB 323, Erie CO 80518  
 William P. Paschen, N0IVD,  
 Michael Perceles, N9TNC, 115 51st Pl., Western Springs IL 60558  
 Roberts Perkins, N1CUD, 25 W Dale Rd., Wilmington DE 19810  
 Jon Quatroon, WA5NRZ, POB 347, Brady LA 70719  
 Rick Reidy, DO, 1668 N Underland, Rochester Hills MI 48309  
 Dennis Rieger, N5VHO, 10 Oak Dr., Tijera NM 87059  
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Tyler Rogers, KB7QYA, 1212 SW 150th, Seattle WA 98148  
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 Couch Tenkarsley, KC4CC, 6112 Chautauque, Stone Mtn GA 30087  
 Daniel Walter, MD, NMDA, 1325 Stephen Way, Southampton PA 18906  
 Wayne E Wright, W5CD, 1805 Mayfield Dr., Round Rock TX 78681  
 Charles Zeller, KA0WQQ, 1501 N Courtney, Independence MO 64050

*With traditional ham friendliness, make contact with these new members, welcome them to BMHA, and help them with any problems they might have.*

## UPCOMING EVENTS

### BMHA'ers To Work QRP From Cascades Bike Trip

You are encouraged to make radio contact with a group of hams who on July 11 to 17th will be cycling in Oregon's Cascade Mountains along the Pacific Crest Bicycle Trail. They will be on the air from campgrounds along the way, starting at 4:30 PM (local time) each evening. Bill Paul, KD6JUI, and Guy Hamblen, AA7QZ, will be operating QRP on 20 meters at approx. 14.05 Mhz, and on 40 meters at approx. 7.04. Bill and Guy are BMHA members and would enjoy QSOing along the way with other BMHA members.

NOTE: For more details, see page 2 for Bill's fascinating article on last year's trip on the Pacific Crest Bicycle Trail.

### BMHA Plans Forum At Great Western Bicycle Rally

BMHA has been invited to have a "western states get-together" next Memorial Day weekend (1994) as a part of the Great Western Bicycle Rally. Looking forward to its 30th annual meeting, the GWR draws 2,000 cyclists to the Paso Robles, CA, area, situated half way between Santa Barbara and Monterey. Over the four-day weekend the program includes 90 different bicycle rides, from an easy 7-miler to a tough 100-miler in the mountains. Centered at the Fairgrounds (plenty of camping space), the weekend program includes such non-cycling events as foot races, bike clinics, a film festival, mass cookout, and a special wine and cheese tasting party — all for the \$12 registration fee. Preliminary plans call for BMHA to host a forum (open to the public) Saturday or Sunday afternoon.

BMHA has 50 California members — hardly any of them, for good reason, have made the long trek to our annual forum at the Dayton HamVention. Feeling the need for an "eyeball" for our western state members, who now number over 100, three members from Downey, CA, have come up with this plan. Ken Wahrenbrock, KF6NC, has agreed to chair and organize this BMHA "western convention" and will be assisted by Dell Jorgensen, NG6F, and David Herman, WA4HTM, prominent cycling-hams from the LA area. Watch future issues for specific details as plans are finalized.

# BULLETIN

## Riders Wanted for Russia-US Tour

If you like to travel in exotic places, pedal long miles, and would like to learn to speak Russian, here's the tour for you. Starting in September a group of six bicycle-mobile hams from Russia and the US will begin a trek in Russia that will eventually finish at Cape Canaveral, Florida, in time to witness the December launch of a US Space shuttle, whose crew will include a Russian cosmonaut.

The leader of the tour, Anatoly "Tom" Skochko, UW9YM, is looking for two or three American cycling-hams to join his group. He lists these qualifications: "must be experienced in bicycle-travelling, sufficient physical training so that they could cycle 150 km a day with 30-35 kg of load, age about 30-50 years, provide one's own bicycle and other personal equipment." Skochko, pictured below in a clipping from a Russian magazine, is a thoroughly experienced cyclo-tourist. In 1992 he led a "Radio Bicycle Expedition to Europe" that in 17 days covered 2200 km from the Ukraine to France.

● О туризме, пути к помощи зарубежникам, много друзей установили контакты победители из Венгрии, Чехо-Словакии и Польши, готовил множество различных документов.



● В двух странах мы обзавелись спонсором: малые туристические предприятия «ТОН» — туристический центр в Бадене-Вальде и «ТОН» — туристический центр в Бадене-Вальде.

● За время этой поездки я ездил как по водам, так и по суше, в основном по трассе, а в некоторых местах по трассе, а в некоторых местах по трассе, а в некоторых местах по трассе.

● В начале пути мы столкнулись с проблемой: как мы будем ориентироваться. В Дрездене наши спонсоры раздали карты. Оказалось, что в Германии карты Венгрии, которую мы посетили, не принимали за чужие, немцы и даже за чужие.

## По-русски даже без акцента

● К середине дня стартовать совсем жарко, и что неприятно — это большая влажность. Руки вымоются с мылом, вода и высушат, но уже через минуту становятся снова липкими.

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## Membership Application

MEMBERSHIP FORM 6-75-80 (100) BMHA, Inc. (Incorporated in the State of New York)  
BICYCLE MOBILE HAMS OF AMERICA  
Box 4009, Boulder, CO 80306

Individual \$10 \_\_\_\_\_ new member? \_\_\_\_\_ renewal? \_\_\_\_\_  
(US or Canada)

Family \$15 \_\_\_\_\_ Foreign \$15 \_\_\_\_\_ Donation \$ \_\_\_\_\_  
(limit: two persons)

Make check payable to BMHA, in US dollars or international money order.

Name \_\_\_\_\_ Call \_\_\_\_\_

Address \_\_\_\_\_ License Class \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Age \_\_\_\_\_ Most miles bicycled in one day \_\_\_\_\_

The coming expedition, planned to honor the US-Russian joint-space launch, will start in September at the Cosmodrome launch site in Kazakhstan and, as Skochko writes, "pass through memorable places" to Moscow. From there the group will fly to New York and cycle the 1150 miles to Cape Canaveral, arriving in time for the space launch.

Skochko has lined up Russian sponsors (the TOURIMPEX travel agency and Central Russian Television) who will take care of all expenses in Russia. In turn, it is hoped that the American participants will find US sponsors who will pick up the tab for the US leg of the journey. Each rider will pay his own air fare, or find a sponsor to cover that expense.

As you'd expect, the Russian hams will be carrying HF radios and video gear and have elaborate plans for keeping in touch with their amateur friends back home. In addition they plan to provide material for Russian public radio and TV.

If you'd like to be a member of this exciting international bicycle expedition, write to:

Anatoly "Tom" Skochko, UW9YM  
Leader of the Radio-Bicycle Expedition  
PO Box 1, Zudikovo 658042  
Altai, Russia

Родина

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Родина

## BMHA's Official Logo

The next time you need to order new QSL cards, don't forget to include the BMHA logo in your design. Here's the official logo, as designed by Russ Dwarshuis, KB8U.

BICYCLE MOBILE



HAMS OF AMERICA

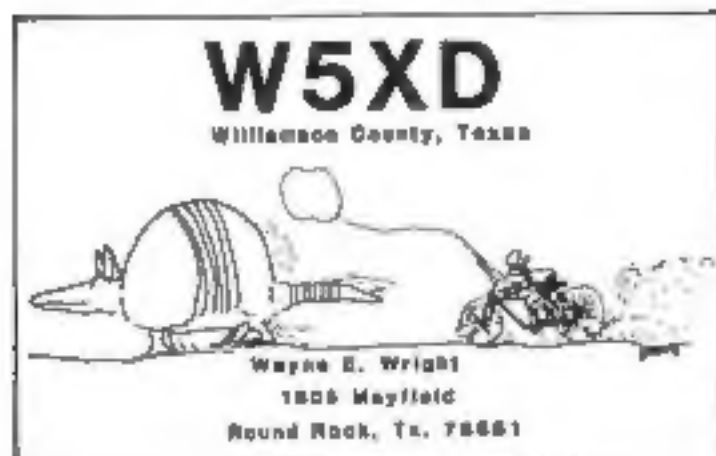
BICYCLE MOBILE



HAMS OF AMERICA

## QSL CORNER

*In this space we feature QSL cards that have a bicycle-mobile motif. Send yours in. We'll run it.*



*(Am about to retire this QSL card. I cooked it up in '87 especially for my long solo bike ride back to my high school's 50th. It served me well as a door-opener and a PR hand-out, before, during, and after the event. If you plan to make a long trip, you might consider having a similar card printed. --NAQA)*

## BMHA NEWSLETTER

Bicycle Mobile Harms of America  
PO Box 4009  
Boulder, CO 80306

*Address Correction Requested*

**First Class Mail**

## PRODUCT REVIEW

### ***Kenwood TS 50S for Bicycle Mobile??***

When I saw the first ad for the Kenwood TS 50S ultra compact mobile rig, visions of it sitting in my handlebar bag were hard to suppress. True, it would not me back a grand, but it weighed a modest 6.4 lbs, and only took up a space of roughly 7 by 9 by 2 1/2 inches. I also justified a hasty purchase of it by telling myself that it would be a much better rig for automobile-mobile use than the TS 440S that I have been using in my car for years. However, my opinion changed on both counts after receiving the radio. The TS 50S is a great radio, IF you can live within its limitations.

**For bicycle use:** The current drain IN RECEIVE is about 800 mA, which makes it totally impractical for regular use with a reasonable size battery — i.e. any battery that you'd be willing to carry on your bicycle. So....scratch the bicycle mobile idea!

**For automobile use:** The TS 50S really wants to see a 50 ohm load, and the antenna tuner is an expensive outboard accessory. Having gotten used to the TS 440S automatic tuner, it became obvious very fast that the TS 50S would not be as versatile for casual wide range operation where a built-in tuner covers a multitude of sins. The radio also has an internal fan which comes on after only 15 or 20 seconds of transmit time, naturally causing a bit of concern about overall ruggedness of the transmitter.

Don't get me wrong, this IS a good radio! The receiver is hot, the audio reports were all excellent, and when fed a good antenna, the results were amazing. But for my style of operation, whether on bike or in car, it was not the ticket. I sold the TS 50S after one week of operation.

—Ned Mountain, WC4X  
185 Carriage Station Circle  
Roswell, GA 30075

